

# CHINA



# MAIL.

Established February, 1843.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4004. 號八廿月四年六十七百八千一英

HONGKONG, FRIDAY, APRIL 28, 1876.

日五初月四年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—Sutton, QUELON & CAMPBELL, Amoy, GILES & Co., Foochow, HENDERSON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manila, C. HENDERSON & Co., Macao, L. A. DA SILVA.

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 28TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. & Sterling.  
PAID-UP CAPITAL, 80,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE:—14, Rue Bergère, Paris.  
LONDON AGENCY:—144, Leadenhall St., E.C.

AGENCIES:—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS:—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ

Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 100,000 Dollars.

## COURT OF DIRECTORS.

Chairman:—E. R. BELLIS, Esq.  
Deputy Chairman:—AD. ANDRE, Esq.  
J. F. CORDES, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SASSOON, Esq.  
A. McIVER, Esq.

## CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.  
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS:—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

## FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Inland Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. B. FALCONER:—

THE TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with Tarsus and ample Godowns; the Ground Floors are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to

JOHN NOBLE,  
46, Queen's Road,  
Hongkong, March 29, 1876.

## Notices of Firms.

### NOTICE.

I Have this day authorized Mr J. Y. V. SHAW to sign my name per procura-tion.  
A. MACG. HEATON.  
Hongkong, January 1, 1876.

### NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.

E. O. RAY.

Bank Buildings,  
Hongkong, February 3, 1876.

### NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign by procura-tion in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

### NOTICE.

THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS.

1, Club Chambers,  
Hongkong, April 20, 1876.

THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's Station at this Port from this date.

CARL CHR. BOJESSEN.

Hongkong, April 6, 1876.

### NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfo.

P. F. DA SILVA.

Formosa, April 1, 1876.

### NOTIFICATION.

IT is herewith notified that a Custom House has been Established at HOI-HOW (海口), the Treaty Port of KIUNGCHOW (瓊州), and has been opened for transaction of Business under this day's date.

H. O. BROWN,

Commissioner of Customs.

Kiungchow Customs,  
Hoi-how, April 1, 1876.

### For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliante and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,  
A fresh supply of the "Little Wanzler" Sewing Machines.

Agents for Hongkong,  
SAYLE & Co.,  
VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

### JUST RECEIVED.

Ex S. S. "NAPLES."  
A Large Assortment of New Books.

NOVELS, WORKS OF REFERENCE, GIFT BOOKS, SCHOOL BOOKS, &c.

LAMMERT, ATKINSON & Co.  
Hongkong, April 22, 1876.

### JUST RECEIVED.

Ex S. S. "VIKING" & "NAPLES."  
PRIME Quality Butts DANISH BUTTER in tins of 1-lb., 2-lbs., and 4-lbs. each.

BASS' ALE, (October brew), in bulk; hhds. and kilderkins.  
LAMMERT, ATKINSON & Co.  
Hongkong, April 22, 1876.

## For Sale.

### FOR SALE.

In One Lot, or in Lots to suit Purchasers.

THE BUILDINGS, MACHINERY and LAND belonging to the BIEN HOA SUGAR FACTORY (Cochin China), consisting of:—

FIVE SUGAR MILLS, with accessories complete, Sheet-iron Troughs, Copper Boilers, Vacuum Pans, Five Turbines with Independent Engines, Concretors, &c., &c., &c.

Machines for Adjusting and Fitting, Turning Lathe, Boring Machine, &c., &c., &c.

One Gas Machine.  
One Steam-Engine.  
Spare Materials, Iron and Copper Pipes of various dimensions, &c., &c.

One Tug Boat, 50 h.p., 70 Tons, in good order.  
One Steam Launch.  
Fifteen large native Cargo Boats, in good order.

The Land and Buildings of the Estate, situated on the River.  
The Estate of Locan Bienhoa Province, comprising an area of about 300 Hectares, mostly cultivated.

Apply to  
THE BANQUE DE L'INDO-CHINE, SAIGON.

April 25, 1876.

### NOTICE.

APPLES OFF THE ICE.

Just Landed and For Sale.  
CHOICE AMERICAN BALDWIN APPLES, in Good Condition, received packed in Ice, ex Ship "Comet."

TUDOR COMPANY.  
J. F. HORGAN, Agent.

Hongkong, April 27, 1876.

### FOR SALE.

200 Cases CLARET from BORDEAUX. Apply to  
LANDSTEIN & Co.  
Hongkong, March 10, 1876.

### NOW READY.

FENG-SHUI; OR, THE RUDIMENTS OF NATURAL SOLENNITY IN CHINA. By Dr. E. J. KITEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICE. In three Lectures. By Dr. E. J. KITEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.  
Hongkong, July 31, 1873.

### Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,  
the 29th day of April, 1876, at 2 p.m., at his Sales Room, No. 8, Queen's Road,—

An Invoice of Steel Engravings and Chromolithographs.  
An Invoice of Perambulators.  
Sundry German, Latin, English, Spanish and French BOOKS.

And,  
A few Ningpo Carved Book Slides, Picture Frames and Figures.

Also,  
1 Amoy COW with Calf at Foot.  
1 Amoy HEIFER.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, April 26, 1876.

### PUBLIC AUCTION.

By Order of the Mortgagees, under Bill of Sale.

LANE, CRAWFORD & Co. have received instructions from the Mortgagees to sell, on

MONDAY,  
the 8th May, 1876, at Noon,—

The Whole of the Stock-in-trade, Shop Fittings, Machinery, Carpenter's, Engineer's and Blacksmith's Tools, Household Furniture, &c., &c., &c., of or belonging to B. R. STANFORD, Shipwright, &c., on the Premises at Spring Gardens.

Further particulars will be shortly announced.

## Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above Company's Station will be TAKEN OVER by Mr C. C. BOJESSEN, who has been appointed ACTING SUPERINTENDENT.

A. SUENSON,  
Superintendent.

Hongkong, April 6, 1876.

### NOTICE.

THE OFFICE of the Undersigned has been REMOVED to No. 1, QUEEN'S ROAD, corner of Los House Lane.

W. H. NOTLEY,  
Agent, Messrs. Henry S. King & Co., London.

Hongkong, April 15, 1876.

### COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 450 Feet.  
Breadth do., 62 "  
Depth of Water, Springs, 24 "  
do. do., Neaps, 21 "

The following Rates will be charged until further notice:—  
Recapitulating, including Dockage, Shoring, Labor, Keel, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.  
Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to  
W. B. SPRATT & Co.,  
9, Praya East.

Hongkong, April 20, 1876.

THE GREAT NORTHERN TELEGRAPH COMPANY.

ON account of the heavy sea the REPAIRS to the YANGTZE CABLE have not yet been completed.

The Company will keep up connection between GUTZLAF ISLAND and SHANGHAI by aid of a TUG STEAMER, which will leave SHANGHAI EVERY EVENING and return EVERY MORNING at Daylight.

By this arrangement all Telegrams between this Port and Shanghai will be forwarded within 24 hours.

CARL CHR. BOJESSEN,  
Acting Superintendent.

Hongkong, April 24, 1876.

### NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHERSPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BRERETON, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BRERETON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BRERETON will proceed to distribute the Assets of the said JOHN WOTHERSPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BRERETON will not be liable for the Assets or any part thereof so distributed to any person of whose Claims he has not had notice at the time of the distribution.

Dated this 29th day of March, 1876.

W. H. BRERETON,  
29, Queen's Road, Hongkong,  
Solicitor.

WANTED.

AN Experienced European FEMALE to accompany a Family with 8 Children to England. Terms, a free Passage. Applications to be sent to the Office of this paper, addressed "A. B. C."

Hongkong, April 11, 1876.

### BISQUIT FLOUR.

AN Excellent FOOD for INFANTS and CHILDREN.

MANUFACTURED SOLELY BY  
THE HONGKONG & CHINA BAKERY Co., LIMITED.

In Tins Containing 6 lbs.

Hongkong, April 6, 1876.

## Shipping.

### Steamers.

FOR SWATOW, AMOY, TAIWANFOO AND TAMSUI.  
The Steamship  
"HAILONG"

Captain Abbott, will be despatched for the above Ports on SUNDAY, the 30th Inst., at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.  
Hongkong, April 27, 1876.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship  
"AGAMEMNON"

will be despatched on or about the 5th Proximo.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 24, 1876.

### CASTLE LINE OF STEAMERS.

FOR SHANGHAI.  
The Steamship  
"FLEURS CASTLE"

expected here about the 27th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, April 24, 1876.

### STEAM TO YOKOHAMA.

(Taking Cargo at through rates to HIOGO & NAGASAKI.)  
The P. & O. S. N. Co.'s S. S. "MALAOA"

will leave for the above place shortly after the arrival of the Lombardy with the next English Mail.

A. McIVER,  
Superintendent.

Hongkong, April 27, 1876.

### STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "LOMBARDY"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,  
Superintendent.

Hongkong, April 27, 1876.

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"TIBRE"

Captain DE GRAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX,  
Acting Agent.

Hongkong, April 27, 1876.

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"VOLGA"

Captain NOMDEDEU, which left YOKOHAMA on the 18th Instant, for this Port, will take Cargo here for Marseilles, &c.

For Freight, apply to  
G. DE CHAMPEAUX,  
Acting Agent.

Hongkong, April 21, 1876.

## Sailing Vessels.

FOR MELBOURNE & SYDNEY.  
The A 1 British Bark  
"MAQUIS OF ARGYLE"

Captain McKENZIE,



## RAILS.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;  
Also,  
PONDICHERY, MADRAS AND  
CALCUTTA.

ON SATURDAY, the 29th April, 1876, at Noon, the Company's S. S. *SINDH*, Commandant RAPAT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be received till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Acting Agent.

Hongkong, April 24, 1876. ap20

COMPAGNIE DES MESSAGERIES MARITIMES.  
S. S. *MEIKONG*.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from THURSDAY, the 20th instant, at Noon.  
Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 19th, at 4 p.m., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned.  
Goods remaining unclaimed after WEDNESDAY, the 26th instant, at Noon, will be subject to rent and landing charges.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Acting Agent.

Hongkong, April 19, 1876.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—  
Macao.—Man Chuen Shop.  
Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Teat Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Cheung Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.  
Amoy.—Chin Cheong Hong, Mook Kek Street.

Foochow.—Mr. Yui Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Onen, Maritime Customs; Mr. Chun Sing Hot, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Foochow.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and *Peking Gazette*, to circulate the *Chinese Mail* to the interior of China.

Hongkong, March 10, 1874.

## To-day's Advertisements.

THE MEDICAL HALL,  
37, Queen's Road, Hongkong.  
ESTABLISHED 1880.  
TH. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY NEXT,

the 1st May, 1876, at Noon—

At the Godowns of Messrs BUTTERFIELD & SWIRE.

(For account of the concerned.)

25 chests Persian OPIUM, saved ex

S. S. *Orestes*.

(All more or less damaged by sea water.)

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description at purchaser's risk on the fall of the hammer.

W. KERFOOT HUGHES,

Auctioneer.

Hongkong, April 26, 1876. my1

## To-day's Advertisements.

FOR NINGPO & SHANGHAI.

The Steamship

*"CHINKIANG,"*

J. Hoag, Master, will be de-

spatched for the above Ports

TO-MORROW, the 29th instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, April 28, 1876. ap29

FOR COOKTOWN, BRISBANE AND

SYDNEY.

(Taking through Cargo for MELBOURNE.)

The Eastern and Australian

Mail Steam Co.'s Steamer

*"SINGAPORE,"*

Captain J. H. PEARCE, will be

despatched on MONDAY, the

28th May, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Hongkong, April 28, 1876. my8

CASTLE LINE OF STEAMERS.

*FLORIS CASTLE,*

FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees

of Cargo are hereby informed that

their Goods are being landed, at their risk,

into the Godowns of Mr A. Mc G. HEATON,

whence delivery may be obtained.

Consignees wishing to receive their

Goods on the Wharf are at liberty to

do so.

Optional Cargo will be forwarded on,

unless notice to the contrary be given

before 2 p.m. To-day.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining after the 6th Proximo will be

subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Agents.

Hongkong, April 28, 1876. my6

## SHIPPING.

## ARRIVALS.

April 27, *Floris Castle*, British steamer, 1623, Thomson, London March 13, Suez 29, and Singapore April 21, General.—ADAMSON, BELL & Co.

April 27, *British Crown*, British barque, 448, Anderson, Cardiff Nov. 1, Coal.—LAMBERT, ATKINSON & Co.

April 27, *Kwik*, Norwegian barque, 400, Chas. Lorange, Bangkok April 8, Rice.—F. DEGENHART.

April 27, *Tartar*, German brig, 256, H. Kaemena, Tientsin April 12, General.—MELCHERS & Co.

April 28, *Peronia*, German steamer, 1088, B. Schultz, Saigon April 24, Rice.—W. M. PUSTAU & Co.

April 28, *Cheops*, British steamer, 983, J. L. Dryden, Saigon April 23, Rice.—KNEZE.

April 28, *Chinkiang*, from Canton.

April 28, *Hailong*, British steamer, 277, J. C. Abbott, Taiwan April 25, Amoy 26, Swatow 27, General.—D. LAYRAK & Co.

April 28, *Penedo*, British steamer, 652, Cain, Saigon April 23, Rice.—MELCHERS & Co.

## DEPARTURES.

April 28, *Leonor*, for Amoy.

28, *Glenlyon*, for Shanghai.

28, *Glenlyon*, for Shanghai.

28, *Pardo*, for Saigon.

## CLEARED.

*Henrietta Behn*, for Novgorodsky.

*Christian*, for Hainan.

*Villa de Rindavia*, for Manila.

*Yarra*, for Takao.

*Duna*, for Saigon.

*Vancouver*, for Whampoa.

*Abney Cooper*, for Manila.

*Norna*, for Swatow.

*Fu-yen*, for Shanghai.

*Chinkiang*, for Shanghai.

*Glenis Castle*, for Saigon.

*City of Exeter*, for Saigon.

## PASSENGERS.

ARRIVED.—Per *Hailong*, 9 Chinese.

Per *Floris Castle*, Mr and Mrs Oeltz,

for Foochow; Mr Buyers, for Shanghai;

46 Chinese, from Singapore.

Per *Cheops*, 8 Chinese.

Per *Peronia*, 20 Chinese.

DEPARTED.—Per *Glenis Castle*, Mr José Place.

## SHIPPING REPORTS.

The British steamer *Floris Castle* reports:

heavy weather in the English

Channel, thence to Port Said head winds

strong head winds down the Red Sea and

light N.E. monsoon across to Singapore.

Moderate N.E. monsoon up China Sea.

April 26th a.m., lat. 17.3 N., long. 111.2 E., passed the barque *Luzie* of Hongkong bound North.

The German brig *Tartar* reports: fine

weather with light winds and calm all the

passage.

The German steamer *Peronia* reports:

light Easterly winds and fine clear weather.

The British steamer *Cheops* reports: light

Northerly winds until Tuesday, then to

port light Easterly winds and fine clear

weather.

The British steamer *Hailong* reports: light

variable air and calm with dense

fog throughout. On 27th at noon, off the

Cape of Good Hope passed the str. *Ocean*

bound North; same day afternoon, off

Breaker Point, in dense fog passed through

a fleet of British ships of war. In Amoy!

*Glenartney*, *Namoa*, *Carisbrook*, and *Fethio*.

In Swatow! *Atlanta*, *Riga*, and *Cyclop*.

The British steamer *Penedo* reports: fine

weather throughout with light Northerly

and Easterly winds.

## POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For SAIGON.—

Per *ADRIA*, at 11.30 a.m. on Monday,

the 1st May.

For SINGAPORE AND PENANG.—

Per *BENLEDI*, at 1.30 p.m. on Mon-

day, the 1st May.

For BANGKOK.—

Per *D IN UBE*, at 2.30 p.m. on Monday,

the 1st May.

For COOKTOWN, BRISBANE & SYD-

NEY.—

Per *SINGAPORE*, at 11.30 a.m. on

Saturday, the 6th May.

Mails will also be made up for all parts

of East Australia, Tasmania, and

Melbourne.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *SINDH*,

will be despatched on SATURDAY,

the 29th inst., with Mails to and

through the United Kingdom and

Europe, via Marseilles; to Saigon,

Singapore, Batavia, Galle, Pondi-

cherry, Madras, Calcutta, Bombay,

Aden, Suez, and Alexandria.

The following will be the hours of closing

the Mails, &c.:—

Friday, 28th inst.—

5 p.m., Money Order Office closes. Post

Office closes except the NIGHT BOX,

which remains open all night.

Saturday, 29th inst.—

7 a.m., Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late

Letters.

11.10 a.m., Letters (but Letters only)

addressed to the United Kingdom,

Saigon, or Singapore may be posted

on payment of a Late Fee of 18 cents

extra postage, until

11.30 a.m., when the Post Office Closes

entirely.

ALFRED LISTER,

Postmaster General.

General Post Office,

Hongkong, April 20, 1876. ap28

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GAELIC*,

will be despatched on MONDAY, the

1st May, with Mails for Japan, San

Francisco, and the United States,

which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post-Office closes.

2.30 p.m., Correspondence may be posted

on board the Packet with Late

Fee of 12 cents extra Postage

until

2.50 p.m., when the Mail is finally closed.

Correspondence must be specially directed

for this route, and if not fully prepaid

will be sent by British Packet.

Letters, &c. can be posted for Canada, the

West Indies, and other places named

below, if sufficient American stamps

are added to prepay them from San

Francisco to destination. American

Stamps are sold at this Office.

The charge for Registry is 8 cents in Hong-

kong Stamps, and 10 cents in U.S.

Stamps to those places only the names

of which are printed in Italics. To all

the other places named correspondence

cannot be Registered through, but only

to San Francisco (8 cents.)

The following are the charges on Correspondence

this route:—

Per half ounce.

Hongkong Stamps.

cents. cents.

Canada, British Columbia, New

Brunswick, Nova Scotia,

Prince Edward's Island,

Vancouver's Island, Baha-

mas, Nassau, New Providence,

Aspinwall, Bermuda, Bogota,

Cartagena, Costa Rica,



but to his brother who was not now in the Colony. Discharged.

## OBSTRUCTION.

Geo. Rao, P. C. 69, summoned the occupant of house No. 4, Wilmer Street, for obstructing the public road by piling sugar thereon. The defendant was fined \$20.

## CUTTING AND WOUNDING.

Alexander Upton, fireman S.S. O'Leary, was charged with cutting and wounding one James Feely, a fellow fireman. The defendant was somewhat drunk and struck the complainant, who returned the "compliment." He renewed his attack in the morning and struck the complainant with a knife two or three times in the back. The defendant, who said he knew nothing of the occurrence, was sent by Mr. Russell to two months' hard labour.

## UNLAWFUL POSSESSION OF PREPARED OPIUM.

Lai Ahn, described as a man of no employment, was charged with having in his possession a quantity of prepared opium to the value of \$300, the same not having been reported to the opium officer. The defendant was fined \$250, and the opium was to be forfeited to the opium farmer, and a moiety of the fine was also to go to him. Mr. Brereton appeared for the prosecution.

## VIOLENTLY DRUNK.

Timothy Sullivan, seaman H. M. S. Egria, was charged with refusing to pay chairhire. He was given into the custody of P. C. No. 601, but he resisted violently and tore the Constable's shirt and uniform. Fined \$5 and to pay \$2.30 for damage to the policeman's clothes, and 20 cents for chairhire.

## LARCENY.

Anthony Myers, James Hackett, and George Darick, firemen steamship *Glenyon*, were charged with stealing some pairs of shoes and boots from a shoemaker at Lascar Row. The complainant went on board another vessel to sell his wares and was hailed by some people on board the *Glenyon*. He went on board and some of the seamen took away his goods. He reported to the 2nd officer, who would not, however, take any action. He then reported to the Police, when the property was recovered by the Constable who was sent on board. The 1st and 2nd were sent to four months' hard labour. The second was discharged.

## A MARINE CASE.

Henry Stagger, John Braeken, Thos. Gillin, James Sykes, and Samuel Groves, seamen, barque *Otago*, were charged with refusal of duty at sea. As the Marine Magistrate was absent on duty, Inspector Grimes applied for a remand. Remanded till 29th, and the case was to come before the Marine Magistrate.

## ATTEMPT TO DROWN.

Wong Ahee, a seaman, was charged with throwing an old man into the water from a boat on the 18th inst. Inspector Youngson applied for a remand in order to ascertain the locality where the alleged offence took place, whether within Chinese or English territory. Remanded till the 29th inst.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before His Lordship Chief Justice Sir JOHN SMALLE, with a Special Jury.)  
28th April, 1876.

## A CLAIM FOR DAMAGES.

Chun Po Young v. The P. & O. S. N. Coy.

The following are the names of the Special Jurors:—Messrs G. B. Emory, S. Pomeroy, J. P. Barnes, H. Hopkiss, J. F. Cordes, E. K. Bellios, and H. B. Gibb.

Mr. Kingsmill, instructed by Mr. Brereton, appeared for the plaintiff, and

The Attorney General, the Hon. Mr. J. Bramston, instructed by Messrs Sharro, Toller and Johnson, appeared for the defence.

This case was continued to-day.

Captain W. E. Breeze, of the P. & O. S. N. Coy's steamer *Adria*, was examined:—

—I am a master mariner, have held a master's certificate six years, and have been in the employ of the P. & O. Company for 25 years and 6 months. I have been at sea for 27 years and 6 months. The length of the *Adria* is 237 feet at the keel. The *Adria* was registered in London (register put in): the ship is about three years old; her tonnage is 781; her carrying capacity is 1950 tons. I have been in command of her since the P. & O. Company bought her. I took the steamer down to Cooktown in March 1875. I started on the 1st March. Before I left I received the letter dated 29th February from the plaintiff (letter produced and a portion read). It contained instructions from the plaintiff that the witness was to consign the ship to Wing On Chan, who would collect the freight and pay the outward expenses of the *Adria*. The witness was also to endeavour to get boats alongside the steamer to discharge cargo. I took about 400 tons of cargo and over 300 Chinese passengers to Cooktown. I arrived there at 4.05 p.m. on the 20th March. The pilot Sykes came on board before I anchored, and he took me to the usual anchorage. I requested to be taken to the usual anchorage. The entrance appeared to me, from where I was anchored, to be my ship's width. The opening seemed to me to be shut in by what is now known to me to be Grassy Hill. The weather was a moderate breeze from the S.E. The log book is in English; it is my duty to return it to the office. I kept a private diary, in which were entered extracts from the log book. The weather described there was a moderate breeze and fine. Immediately after I anchored, there was a conversation with Mr. Sykes about crossing the bar. I asked him as to the safety of the port. I could get no information about it in Hongkong. He said he could take me in if I wished. He said there was danger in coming out as the ship would have to steam stern first, there being no room to turn inside the bar. I asked him about the wharf, and he said there was a ledge on one side and sand on the other.

Mr. Sykes had to go to another ship—the *Singapore*, I believe—and our conversation was thus cut short. I went ashore Sunday morning, the 21st. No vessel was allowed to discharge on Sunday; there was no work on a Sunday. The Harbour Master told me so. During the time I was there, I saw no work done on Sunday, the shops

were even shut. I finally determined to discharge on Monday. I had another conversation with Sykes on that day. The *Wunga Wunga* was alongside one of the wharves, but I am not sure. I applied to Sykes for information about the port; he dissuaded me from going in.

Mr. Kingsmill objected to the word "dissuaded." The witness must state the conversation; the word was only imported by the witness.

Capt. Breeze said it was impossible for him to recollect what was said twelve months ago.

Continued:—We had the conversation on the wharf. We spoke about the safety of the ship in coming alongside the wharf. I asked him if the ship would be safe alongside the wharf at all times of the tide. He said she would. The subject we next talked was the ship's going out again.

He said there would be danger because the ship would have to steam out stern first. I then decided not to go into the port. This decision was made when I returned on board. The impression on my mind was, when I returned to the ship and came to the decision I did after consulting with my chief officer, that Capt. Sykes advised me that the ship ought not to go in. I also consulted Mr. Behre before I had the conversation with Mr. Sykes on the wharf. I consulted the Harbour Master of the port also. Mr. MacClaimont was with me at the time. I told the Harbour Master the words of the charter-party—"to be at and in safety." I did not tell him the length of the vessel nor the draught. I asked him if it was safe for me to bring the ship in. He replied it was possible. I then asked him if it was safe to take the ship out again; he said it was, but with ordinary risks. When he came off on my arrival, he said it was a most unfortunate thing that there were no lighters to land our cargo, that such a thing had never happened before.

I mentioned the name of a lighter called the *Banyip* belonging to the A. S. N. Company. The Harbour Master told me that mine was the first iron ship that had come in. A statement by the Harbour Master in his evidence that the length of the *Adria* over all was 234 feet is incorrect; she is 246 feet over all. I also consulted Mr. St. George, a Police Magistrate. He was the leading man there. I also consulted the captain of the *Wunga Wunga*. The captain of the *Wunga Wunga*, I consulted her Chief Officer, a very old coaster. I went on board the *Wunga Wunga* and sounded the water from the stern, the middle and the bow. I found 12 feet of water at the bow and 13 feet aft. This was at dead low tide. She was aground at the bow at this time. The statement of the Harbour Master that the *Wunga Wunga* was not aground while at the wharf is not correct. Mr. Sykes did not call my attention to the *Wunga Wunga*, so far as I can remember. To the best of my belief Mr. Sykes did not draw my attention to the *Wunga Wunga*. She was afterwards hauled up some thirty feet further from the wharf into the stream. When I took the soundings she was aground in the mud. The Wing On Shop, Hop Kee's agents, refused to take charge of the ship when I refused to take the ship in. I went to the shop and said I was ready to discharge the cargo into lighters. The shopmen replied that no lighters could be had, and asked me to bring the ship to the wharf. I refused because I thought it was not safe, and I told them that my instructions from Hop Kee were to get lighters to discharge the goods. During the time I was in Cooktown, the weather was sometimes worse than when I first arrived. The weather was such that it would have affected my coming out stern first, except one day. This weather had the tendency to throw me on to a sandbank. The hoisting of the sails could not have remedied this; in fact, it would have hastened us on to the bank. The *Adria* would not steer at all straight going stern first. She had a right-handed four-bladed screw. As she goes along stern for a long distance, she would deviate from the straight course. In my opinion, if we had come out stern, we should have either gone on to the bar or on to the stones on the port side. The stones are marked as boulders on the chart. A screw steamer getting aground would probably lose two or more blades of her propeller. The nearest place where I could have repaired such an accident would have been at Sydney, which is 1,400 miles off. I would have had to be towed there. Nothing was said to me about wharfing the ship out. The buoys there could not have been used for wharfing. Questions as to the actual cost of lighters and the want of accommodation for second class European passengers, the number of days the ship was actually detained by her not going to the wharf, were then put, and examination was chiefly directed to these points.

The witness was cross-examined at some length by Mr. Kingsmill, but the cross-examination did not shake his evidence in chief.

The examination of this witness was so lengthy that he was allowed a seat while under examination.

Mr. Charles Sands was examined. He was the second officer of the *Adria*. He substantiated Captain Breeze's statement in reference to the conversation he had with Captain Sykes. He was not cross-examined.

Mr. E. L. Woodin, an assistant in the P. & O. S. N. Company, was examined. He stated that he was managing the business of the Company in the beginning of 1875, in the absence of Mr. Molyer. He asked the plaintiff about the balance of the charter money in June of 1875. He declined to pay on account of the delay of the vessel on the voyage from Sydney to Hongkong. He only complained of the expenses he had been put to by the ship not being alongside the wharf at Cooktown. The witness was not subjected to any cross-examination.

The Attorney General then briefly summed up the case for the defence to the Jury. He put it to them that having heard the evidence of Capt. Breeze, he was confident that the verdict they would give would be in favour of the defendant, referring particularly to the letter of Captain Breeze which was written the day after he arrived. It was that from one who felt the heavy responsibility of a practical seaman.

The Court was then adjourned till 10 a.m., when Mr. Kingsmill will reply, which is to take one hour and a half, and his Lordship will then sum up.

## DRAWING A BADGER IN THE THURINGIAN FOREST.

Let us suppose ourselves, in one of the little villages one bright Saturday afternoon in October. Rain has fallen in the night, and one of the village lads has only this morning seen in the wet ground by a hole

in the forest the fresh traces of a badger. A little knot of miners, in a garb the distinctive marks of which are brown tunics, little leathern aprons, and a species of trousers when they sit, and a species of brown skull cap, somewhat resembling a night cap, are waiting in front of the village inn for the oberforster or badger, whose permission, as being practically autocrat of the forest, has first to be obtained, and whose little badger-hounds are indispensable for the sport. Near them are a couple of the superior mining officials who enjoy the fun, but have been unable so to compromise their dignity as to lay aside either their uniform or the peaked cap, with little brass hammer and pickaxe crossed in front, which all over North Germany is the distinctive badge of the "bergman." The dapper little oberforster soon appearing with his pair of plucky little dogs—which with their handy legs and long bodies, somewhat remind one of the old English terrier, but are altogether of slighter build and more intelligent looking than the latter—away we start on our journey. A short half hour's walk through the most delicious woodlands brings us to the scene of our operations, much to the joy of mine host of the inn, who has accompanied us, and who, fat and scant of breath, ejaculates a hearty "Gott sei Dank" on finding that he has got to go no further. The traces of the badger being plain enough, proceedings are at once commenced, and one of the dogs having been put into the hole, the process of enlarging the passage begins. And a tedious process it is to all save those immediately engaged; for often these holes, which are only just large enough to admit the badger, extend some two score feet or more under ground, and, as the beast must be driven to the very end before he can be captured, hours are very often spent before this object is attained. Nay, it is on record—that on one occasion the work went on from four o'clock on Saturday afternoon till five o'clock on the following one, and then proved fruitless. And if to the on-looker the process is tedious, to the miner it must be most uncomfortable, for hour after hour must he pass on his back or stomach in the narrowest possible space digging away at the earth and passing it out in baskets as best he may. The passage must not be enlarged too much, for if the badger saw an opening anywhere he would pass the little dog, and under or over the miners, and out of the hole and into the forest in no time. For the dogs, too, it is no easy task; and it is necessary from time to time to put a fresh one forward, as, what with barking at and resisting the efforts the badger makes to pass them, they become quite exhausted. Now do the poor little beggars always come off scot free; for though your badger is in the main a peaceful beast, he has great strength in his jaw, and can inflict a very nasty wound when thoroughly provoked.

But to return to our badger. Night has already fallen; the dogs have been changed some half a dozen times; the work has been pushed so far that no less than four men are in the hole; the fire, which was lighted under woodwork when the evening shades first overtook us, is nothing but a heap of glowing embers; the potatoes which we roasted on them are all eaten, and our schnapps are all drunk; but there are as yet no signs of the quarry. Indeed, such as we are unaccustomed to the sport and have not the patience of Germans, are beginning to find the whole thing slightly tedious, though mine host sitting on a falling log and puffing away at his long pipe, seems to be in a state of the most blissful contentment. Suddenly, however, a shout is heard from within the hole, a message is passed out for the long—and indispensable adjunct to this sport; the miners emerge, and a badger is dragged ignominiously into the open air by the nose and quickly dispatched by a couple of blows from a hatchet; while the little dogs jump round him in the utmost excitement, and seem as though they would rend the air with their barking. A big beast he is, with plenty of fat, and well there being no chance of getting another strung up on a pole and no sweet-scented burden—carried home. Joshua and Caleb Germans so well know how. To-morrow the beast will be deprived of his skin and his fat, both of which command their price in the market; whilst the flesh—*Omnivorosus vivax*—his captors will make a savoury dish for themselves and their comrades.—*Illustrated Sporting News.*

## THE MODEL WHIST PLAYER.

A friend sent us the following suggestion:—"You might give a fancy description of the model player, and counter description of the player to be avoided—with every little courtesy attended to by the one, and the irritating ways of the other. You have had ample experience of both. Our experience of the model player is nil. We are blessed with very little imagination—what we describe we have seen; so that as regards the model player we feel very much like making bricks without straw, and surely we have described the very desirable players sufficiently often. We remember only two model players. The first was a dear old fellow, that under no circumstances at the card table could be made angry; though, away from the table, he had a temper of his own, but he never knew that anything went wrong except when he made a revoke, and then expressed his regret. It is difficult to get angry if you have not an apparent cause. It is impossible to get angry unless you feel that you are aggrieved, and our friend never knew his partner committed a blunder. The other model was Barnes. He once quarrelled with his dearest friend, and neither could be induced to give way for about a month, and during this month Barnes was a model player. Ordinarily he was not, he used to mutter to himself, and he teased the other players by incessantly shuffling the cards; but during this month he was on his guard. This, however, could hardly be the model player, because he was through-out influenced by the feeling that he and his friend were at enmity. He was on his guard, and not natural. There are a great many players models up to a certain pitch, as there are certain faults same on all but one subject. They keep perfect control over themselves, until some particular player enters the room, then their features are suddenly clouded, and we know that a storm is imminent. Others get so indolently until some outsider ventures to say that their play was bad, or a partner who has thrown away a trick after trick, and game after game, begins to lecture. The bad play is bearable, but the lecture is too much. One very quiet player is put out because the cards are played in the wrong position,

and a deal out of turn in the consequence. Another gets angry when having asked "No, heart?" the partner refuses the look of his hand, and revokes. Another gets angry because of his partner's stupidity, wanting one trick to win he finishes Ace of Spades, yet another is unhappy, because his partner must exhibit his knowledge and memory; he trumps his partner's winning card, and leads out triumphantly the 7 of a plain suit, which he believes in the best, and he finds the 8 against him. If the player knows that the card led is a winning card, and he trumps without an object, he is not only rash, but uncourteous. The model player should be a gentleman, and he should be a good player. He should be quiet and concentrate his whole attention on the game before him. The gentlemen are not numerous, for they are few in number, who are always careful to respect the feelings of others. In playing a game, the object of all should be to add to the pleasure of all, and yet how few there are who strive to please. A player commits a blunder from ignorance. If so, he remains ignorant; it is useless pointing out his blunder. This only makes him nervous and uncomfortable. The bulk of players, when they go wrong, see the mistake they have made, and this is sufficiently mortifying; a gentleman should not add to the pain by harping on this one string. At what we appear to be at the mercy of every fault, we do not in private life point out all the faults and vices of those with whom we associate. If we all knew the baseness of our own hearts, and proclaimed them on the house-tops, how many would care for our acquaintance? But at what all men seem to gloat over our misfortunes and blunders, and they chuckle and exult as if they had done something very clever in seeing our discomfiture. We all play our best; we none of us purposely throw away our own money or that of our partners. We have not all equal wisdom. We have not all the same means of observation. That which is apparent to the meanest capacity looking at one hand, is extremely difficult to see looking at another hand. There are many cases where the chances are equal as to the best mode of play, and it would be strange, indeed, if any player were always right. No one would dream of chuckling because in tossing a man guessed head or tail at the wrong moment. Yet some of these clever men who look on at what seem to have nothing better to do than to point out blunders similar in character to this. When the blunder is made, why not make the best of it, as in any other walk of life we should all endeavour to do. So little irritates a Whist player that it is somewhat hard that an outsider should say or do anything to cause that irritation. One player in a thousand may be a Whist genius, that he is the only genius at the table, is therefore obnoxious towards his neighbours. Not a bit of it. He thinks his partner ought to know everything that he, the genius, knows, though a moment's reflection would recall to his mind the impossibility of the non-genius ever acquiring a knowledge of the position of the cards or the skill to take advantage of that knowledge. In the outer world if a gentleman makes an assertion no one contradicts him. Yet, at Whist, if a player says he has the odd trick, another player says, "No, you haven't," without any hesitation. Is there any necessity for rudeness in the matter? Is it not easy to suggest a mistake, or to say, "I beg your pardon." The one method soothes, and the other irritates. As soon as a hand is finished, it should be easy to play it over; but if in the first instance the players begin by shouting and wrangling, the thread of the game is gone, and that which was easy at first becomes difficult, and sometimes impossible. A loss to B, and A thinks he has paid the amount. Are we more likely to get at the truth by first asserting that "I paid"? "No, you didn't," like two children? A cool head is requisite for settling disputes. Whist players get red in the face about a trifling matter which would not deem worthy of notice. The model player will be cautious to count his tricks before proceeding to score. If he has a doubt, he will appeal to his adversary. He will take care to remember the number of honours he has before claiming 2 or 4. He will call his score audibly before marking. He will not be content with calling and marking 2 by honours, whilst the others are talking, so that they do not hear the call. If the counters get displaced, he will call the attention of his opponent to what he is doing, and not take the chance of putting up one too many by accident. Having incurred a penalty, he will never try to avoid the payment of what is due by base.

And of the hand throw up his cards to avoid being found out, but will play as steadily as if nothing had happened. We recently saw a revoke committed, and we subsequently saw the same player cover his revoke by again not following suit. This in Whist is unfair play, and it cannot be too often repeated that a man must not revoke on purpose under any circumstances. There are certain little matters called etiquette, that it cannot be expected every player should know. There are some who fancy, because they are rich, that therefore they are gentlemen. No greater mistake was ever committed. Etiquette is acquired by education or it may be innate. Etiquette becomes known to some and not to others. Take the case of a club whip. No one knows how the etiquette came into existence. Yet every man of education is in haste to comply with a whip does so, or is shunned and made ineligible to be elected to other clubs. Yet there are certain men who think they can ignore this etiquette, and yet hold up their heads as honourable men. Etiquette in betting is often ignored. The players have a right to all bets before outsiders have anything. Every player knows this, but it is the gentleman alone who first asks the players whether they wish for bet or not. The cards prefer to make the bets as they please, regardless of the fact that many men willing to bet would not be willing to interfere with bets already made. The model player having betted 40 on one rubber, does not reduce his bet next time, and in private society he does not stand out for odds. The model consults his partner's wishes, may even his superstitions. He asks his partner what cards and seats he prefers, if he places the cards to be cut against him, he asks him to cut, he asks his adversary if he would prefer a new cut. He asks his partner if he would like any portion of his bets, and at the end of the rub having lost the odd trick, he makes the best of it, and hopes for better luck next time, instead of asserting, as one of our friends always does, that "if we had played differently we might have made five by cards." The model player does not break

up the table because he cannot get such high bets as he can at another table. Because he has £50 on this rub, he does not grumble or growl about his luck, when the new comer can only afford to play for £5. He thinks of the means of his opponents, and does not imply anything to their disparagement because their pocket is not so full as it might be.

The admirers of Whist never seem to tire of speaking of the intellectual capacity of players at this incomparable game. The lowest qualification acknowledged by the school board for children of the mature age of 4, would require the pupils to count 1, 2, 3, 4, yet the bulk of Whist players could not pass this examination. When the time arrives for putting out at Whist, no man can count whether he has played 1, 2, 3, or 4 rubbers. The large majority have only played one. It is no use talking to us about numbers, because practical experience is against the numbers. We assert (figures to the contrary) that if there are four players who have come into the table one at a time, and they have, in fact, played 2, 3, 4, and 5 rubbers respectively, when two men desire to come in, there are no two of these players who have played more than two rubbers, and the majority have only played one. This seems a paradox, but from long observations, we are satisfied that this is true, and if Mr. Proctor, Dr. Fole, or our own mathematician have anything to say in favour of their prejudiced views on the subject, space is at their disposal. Gentlemen do not discuss the number of games that have been played. They try to recollect, and, in doubt, they give way. There should be no difference between the gentlemen and the cad, so far as memory is concerned. Each should be able to count 4, but somehow or other the cad never counts correctly. He has never played more than one rubber.—*Westminster Paper*, 1st February.

## A VESSEL WITH QUEER PASSENGERS SENT OVER NIAGARA FALLS.

Captain Gilbert Pratt, a veteran mariner now living at Belleville, Ont., whose period of service on the Lakes dates back nearly half a century, recalls an incident which, though it has been almost forgotten, attracted considerable attention in its day. Vessel owners were then more conscientious than now; they were not inclined to risk the lives of passengers and crew in unseaworthy crafts. The owner of the old schooner *Michigan*, then the largest vessel on the Lakes, hit upon a novel expedient for disposing of her. The vessel had become old and rotten, and was no longer serviceable. Instead of loading her and sending her out late in the season heavily insured, to be wrecked, he chose a more harmless plan, but one less profitable to himself. He induced the proprietors of the hotels at Niagara Falls to buy the vessel and send her over the Falls. This was about the year 1830. The proposition was eagerly accepted by the hotel proprietors, who saw in it a capital advertising scheme, and one which would certainly pay them well. The affair was widely published in the newspapers, and was the talk of the surrounding country for weeks and weeks. They did not count amis when they judged what an excited public curiosity would do. For several days previous to the great event, the stages and canal boats were crowded. People flocked thither from all parts of the country, to witness the novel spectacle of the largest vessel on the lakes going over the falls. The hotel-keepers reaped a rich harvest. So great a crowd had never before been seen at that famous resort. On the appointed day the *Michigan* was towed out into the rapids in the presence of a vast number of people, who lined the banks or visited the scene upon the numerous excursion boats which were called into requisition. The task of towing the vessel into the current was intrusted to a Captain Rought, with a crew of half-a-dozen oarsmen selected by himself. This was a rather hazardous enterprise, and Captain Pratt, who was himself one of the crew, says his heart almost failed him when they set out, though he had gladly volunteered for the service. There had been placed on the schooner several animals, in accordance with the programme, which had been widely advertised. These consisted of a buffalo, three bears, two foxes, a racoon, a dog, a cat, and some geese. At her bowsprit was the American ensign, and at her stern the English Jack, the Canadian hotel-keepers having joined in the enterprise. There were also some effigies displayed on board to give the appearance of a crew and so made more real the scene of a vessel with all on board making the terrific plunge. Just before the tow line was cut, the animals on board were turned loose. Just as the vessel entered the rapids two of the bears plunged overboard and actually succeeded in swimming ashore. The third one climbed a mast, as if to get a better view of the scene. All the animals seemed greatly frightened, and ran from one end of the deck to the other, much the same as a human crew might have done under similar circumstances, in an agony of despair. The vessel swept grandly down the rapids, plunging over the first fall, shipping a little water, righting herself, and moving on in fine style. In going over the second rapid, the mast went by the board and the bear with it, and neither were again seen. She swung around and presented a broadside to the foaming waters. She had evidently struck a rock and was stationary. Here it was thought her career was ended and the affair was over. But she stopped only a moment. The force of the waters swung her around, and she moved on stern foremost. On the third rapid she bilged, but carried her hull, apparently whole, straight to the Horse-shoe Fall, over which she plunged, stern foremost, into the foaming abyss beneath. None of the beasts on board were ever heard of more. But the geese turned up all right, and were soon seen on the bank below, quietly oiling their feathers, as if there had not been much of a shower after all. One of the effigies was also found uninjured, throwing his arms about and knocking his knees together in the eddies, but all the others had disappeared. The scene was a most thrilling one. The great crowd of spectators watched the progress of the vessel with breathless interest, and gave a great cheer as she made the final plunge.—*Detroit Post*.

## Miscellaneous.

"Only a look of golden hair."  
The lover wrote: "Perchance to-night  
It fortheth on her pillow fair  
A halo bright."  
"Only a look of golden hair."  
The maiden, smiling, sweetly said;  
And she laid it over the back of a chair,  
And went to bed.  
"Mrs. SPINKS," observed a boarder to the landlady of a Munson-street caravansary, "the equal adjustment of this establishment

could be more safely secured if there was less hair in the hash and more in the mattresses."  
—*Danbury News*.

An eight-year old boy sent the following rather warm epistle to one of his little playmates:—"Dear Minnie I love thee I adore you don't show this to your mother, if I don't love thee may the lions tear my hart out may I be thrown from a third story window if I don't love you may I be torn in 3 halves by wild beasts but I do, answer this, get good paper and leave a sheet for me you are a pretty girl and I'll have you, Charlie."

YESTERDAY, when two colored citizens met on the walk near the City Hall, one of them angrily exclaimed: "Misser Jones, if you doan pay dem \$7 de law will be put to you powerful hard." "Now doan be no reasonin'," replied Jones in a cajoling voice. "But you's got money in the bank." "I don't love you may I be torn in 3 halves by wild beasts but I do, answer this, get good paper and leave a sheet for me you are a pretty girl and I'll have you, Charlie."

I cut gib a check on de bank; but I's got to get a blank check, borrow pen'n ink, put on my spees, write all ober de check, go down dar to identify you, figger upside loss ob interest, and probable while I was in de bank some one 'ud be looking for me on de street to hire me at \$4 a day. Desem dem chief reasons why I doan want to pay de money fur de next two weeks."—*Detroit Free Press*.

## Quotations.

HONGKONG, April 28, 1876.  
OPIUM.—New Patna, cash... 620  
" Old Patna, cash... 622  
" New Benares, cash... 610  
" Old Benares, cash... 581  
" New Malwa, cash... 680  
" Old Malwa, cash... 685  
" Allowance Teah, 24 & 48  
" Allowance Teah, 20 & 32  
CAMPFIRE... 154  
QUICKSILVER... 83 & 84  
SALT/PETRE... 5.40 & 5.5

## Exchange.

Bank, 6 months' sight... 3/10  
Credit, 6 months' sight... 3/10  
On Calcutta, Bank demand... 221  
" Bombay, demand... 221  
" Shanghai, demand... 714  
" Shanghai, 30 days' sight... 724  
" Bar Silver, 17 dwts. 15...  
" Sycee...  
" Mexican...  
" Gold Leaf... 26.25  
" English Sovereigns... 5.10  
" Australian Sovereigns... 5.11  
" Discount... 7 & 9

## Shares.

Hongkong Bank, par...  
" K. F. Fire Ins. Co., \$610  
" K. F. Fire Ins. Co., \$158  
" Victoria Fire Ins. Co., \$70  
" H. K. & W. Dock Co., 45 & 50  
" Chinese Traders' Ins. Co., \$1550  
" Union Ins. Society of Canton, \$650  
" Chinese Insurance Co., \$207  
" North China Ins. Co., \$180  
" O. & J. Marine Ins. Co., \$14 ex return.  
" Yangtze Ins. Association, \$14  
" H. K. & M. S. Boat Co., 8 dwts.  
" Union S. Navigation Co., \$14  
" Shanghai Steam N. Co., \$50 dwts.  
" Chinese Imperial Loan, \$105.15.

## Temperature.

HONGKONG, April 28, 1876.  
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)  
THERMOMETER—9 A.M., 77  
Do, 4 P.M., 79  
Do, Maximum, 80  
Do, Minimum, 71  
Do, over night, 73  
BAROMETER—9 A.M., 30.084  
Do, 4 P.M., 30.004

## Shipping Intelligence.

## HOME SHIPPING.

The following is taken from the latest London Papers:—

## DEPARTURES.

Jan. 6, Annie Braginton, from New York to Shanghai.  
Jan. 6, Ottercaps, from Cardiff to Hongkong.  
Jan. 6, Lyoka Till, from Cardiff to Hongkong.  
Jan. 10, Echo, from London to Hongkong.  
Jan. 11, Titian, from Penarth to Hongkong.  
Jan. 13, Antipodes, from Cardiff to Hongkong.  
Jan. 17, Alex. McNeil, from Cardiff to Hongkong.  
Jan. 17, Onward, from Liverpool to Hongkong.  
Jan. 19, Sophie, from Cardiff to Hongkong.  
Jan. 20, Forward Ho, from London to Yokohama, &c.  
Jan. 22, Flintshire (str.), from London to Penang, &c.  
Jan. 31, Lord Macaulay, from Newport to Hongkong.  
Feb. 1, Neorhus (str.), from Cardiff to Hongkong.  
Feb. 2, Evelyn, from London to Hongkong.  
Feb. 4, Undine, from London to Shanghai.  
Feb. 6, Paul Marie, from London to Shanghai.  
Feb. 6, Scotia, from London to Hongkong.  
Feb. 6, Kaisow, from London to Hongkong.  
Feb. 12, Whittier, from San Francisco to Manila.  
Feb. 24, Elobenstufen (str.), from Bremen to Hankow.  
Feb. 25, Susanne, from Hamburg to Shanghai.  
March 2, Mary L. Stone, from Cardiff to Hongkong.

## LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.  
Sumatra, Lorne.  
Fleura Castle, Glenalloch.  
Tchikatchoff, Glenalloch.

## Sailing Vessels.

Cashmere, Ada.  
Lothal, Poersa.  
F. S. Thompson, Wyo.  
Halloween, Endymion.  
Moss Glen, Min.  
Melbrook, J. C. Munro.  
Lucia, At Liverpool.

Ajag (str.), Anches (str.).



## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco, via Yokohama, on MONDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 30th instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.  
Hongkong, April 1, 1876. my1



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GALATHEA," Captain J. C. BAKER, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above place, on SATURDAY, the 6th May, at Noon.

CARGO will be received on board until Noon; SPECIE and PARCELS at the Office until 2 p.m. on the 6th May.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route to be required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. McIVER, Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, April 22, 1876. my6

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.  
Hongkong, April 16, 1876. my1b

ON SALE, THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary References.

BY WILLIAM FREDERICK MATTHEWS.

Price: \$3.

Shanghai, Kaili & Co.

Hongkong, "The China Mail" Office.

## Insurances.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.  
Hongkong, January 1, 1874.

## YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAIKES.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co., Agents.  
Hongkong, July 9, 1874.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary.  
Hongkong, November 1, 1871.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1868.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.  
Hongkong, April 17, 1873.

## YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.  
Hongkong, June 3, 1874.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.  
Hongkong, January 6, 1876.

## Insurances.

## THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.  
Hongkong, September 6, 1875. jyl

## THE SCOTTISH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.  
Hongkong, September 27, 1875.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.  
Hongkong, July 6, 1875.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.  
Hongkong, July 6, 1875.

## Intimations.

COAL DEPOT.

COALS of every description supplied to Steamers by the Undersigned. Orders may be left at the Godown, Wanchi, with Mr. J. MACLEOD, or LEONG AH YON, KWONGHONG, PRAYA.

LANDSTEIN & Co.  
Hongkong, November 1, 1875. my1

## F. KRUPP'S CAST STEEL WORKS, ESSEN (Germany.)

Sole Agent for China, F. PEIL,  
HONGKONG, SHANGHAI, COLOSIA (Germany.)

## NOTICE.

THE Undersigned beg respectfully to inform the Public that they have Established themselves as BUTCHERS AND GENERAL COMPRADORES.

At No. 1, Graham Street, And are prepared to Supply Fresh and Salt Provisions and Stores; also, WINES, SPIRITS and ALES of every description.

MATHEW & Co.  
Hongkong, March 25, 1876. my6

## IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

Now Ready.

THE CHINA REVIEW, Vol. IV, No. 4.

Annual Subscription, postage included, \$6.50.

CONTENTS.

Essays on the Chinese Language. The Folklore of China. Paozoo: The Cleopatra of China. An Introduction to a Retrospect of Forty Years of Foreign Intercourse with China.

One Page from Choo Foo-tze. The Expedition of the Mongols Against Java in 1293, A.D.

The Wry-Necked Tree. Phallid Worship. Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters—Chinese Anti-Opium Association. Publications of the Hongkong Corresponding Committee of the Relief Fund.

Hongkong School-Book Committee. Chinese Will. Chinese Beach-Loading Gun. History of the Maritime Provinces. Books Wanted, Exchanges, &c.

China Mail Office.  
Hongkong, March 11, 1876.

## Intimations.

## THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.  
Hongkong, March 24, 1876. j624

## STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.  
Hongkong, March 24, 1876. j624

## For Sale.

FOR SALE. VERY HANDSOME PHAETON. 1 Set Double HARNESS, nearly new. 1 Set Single HARNESS.

Apply to L. MALLORY, No. 2, St. John's Place, Hongkong, April 19, 1876.

## DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen). Pints, \$16 " " (2 " " ) 5 per cent. discount on 25 cases.

Bourbon WHISKEY. \$12 per case (1 dozen.)

FOR SALE BY HEARD & Co.  
Hongkong, June 23, 1875. tl.

## FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.

MARINE LOT 111, WANCHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.

AT YOKOHAMA:—

LOTS No. 6 AND No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Out-houses. Area 1,064 Taubos of 36 square feet.

Annual Ground rent, \$263.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Compradore's Quarters, Stabling and Fire Engine House. Area, 564 Taubos.

Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL, T. G. LINSTED, Trustees A. Heard & Co.'s Estate, 23, Queen's Road, Hongkong.

Hongkong, February 1, 1876. my1

## To Let.

TO LET. With Immediate Possession.

THE Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GABRIEL.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DRIPPS & Co.

The Dwelling House and Office, No. 1, Wyndham Street.

(Also with occupation from 1st May next.)

The Dwelling House No. 45, Peel Street, now in the occupation of Mr. HAVENHILL.

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. SPOON.

Apply to DOUGLAS LAFRAIK & Co.  
Hongkong, April 24, 1876.

## TO LET.

With Possession on the 1st April.

THE Premises in Queen's Road Central, known as the "London Inn."

Apply to LANE, CRAWFORD & Co.  
Hongkong, March 9, 1876.

## TO RENT CHEAP.

OFFICES and Godown, No. 59, Praya, lately occupied by Messrs TAYLOR & THOMPSON. Also OFFICE and Godown situated in the rear of the Messagerie Maritimes Office.

Apply to LAI HING & Co.  
Hongkong, March 30, 1876.

## TO LET.

HOUSE No. 5, Zealand Street, DAVID SASSON, SOBS & Co.  
Hongkong, April 8, 1876.

## HONGKONG MARKET PRICES.

Corrected to Saturday, April 22, 1876.

At 1000 Cash per Dollar Mexican.

Highed. Lowest Cash.

## Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 170 160

Beef, sirloin and prime cut, cy. 200 160

Beef Corned, " catty 160 140

" Roast, " 180 160

" Soup, " 100 80

" Steak, " 180 160

Bullocks' Brains, per set 80 70

" Tongue, fresh, each 300 250

" " corned, " 450 400

" Head, " 1100 900

" Heart, " 160 140

" Feet, " 80 60

" Kidneys, " 100 80

" Tail, " 160 120

" Liver, " catty 120 100

" Tripe (undressed), catty 60 40

Calves' Head and Feet, set 600 500

Hams, American, lb. 350 —

" Chinese, " 200 160

" English, " 400 360

Mutton Chop, " 200 180

" Leg, " 200 180

" Shoulder, " 160 140

" Liver, " 130 120

Pigs' Chittlings, " catty 60 50

" Feet, " 120 110

" Fry, " 110 100

" Head, " 110 100

" Heart, " 70 50

" Kidneys, " 70 60

" Liver, " lb. 120 110

Pork, Chop, " catty 160 150

" Corned, " 150 140

" Leg, " 160 150

" Fat or Lard, " 180 120

Sheeps' Head and Feet, set 350 320

" Heart, " each 70 60